

DEPARTMENT OF STATE

APPEALS REVIEW PANEL, DATE 12/17/91
 () RELEASE () EXCISE () DENY
 Non-responsive information
 FOIA Exemption ()
 PA Exemption ()

Classification Review By *fw*
 () DECLASSIFY
 () DECLASSIFY IN PART
 () RETAIN CLASSIFICATION (a)
 () CLASSIFY AS

#46 *SMITZ (1)(1)*

OUTGOING
TELEGRAM

Department of State

INDICATE: ☐ COLLECT
☐ CHARGE TO

SECRET
 Classification
 VERBATIM TEXT

SENT TO: Amembassy LONDON PRIORITY
 Amembassy BONN 2463
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PARIS FOR USRO, USCINCEUR, THURSTON AND WEST

RPTD INFO: USBR BERLIN 706

British Embassy (First Secretary Logan) discussed Foreign Minister's draft replies to parliamentary questions anticipated Monday, April 20, on US high altitude flights in Berlin corridors. Text follows:

QUOTE

2. Begins. Neither H M G, nor the U S nor the French Govts have ever admitted the Soviet claim to impose a ceiling of 10,000 feet on the air corridors to Berlin. No special machinery is required to enable one of the Allied Govts to notify the others of its intention to send an aircraft over 10,000 feet in the corridors because infm about flight plans is always

filed in advance with the Controllers in the Berlin Air Safety Centre. H M G have however been in communication with the U S Govt about the advisability or necessity for such flights (alternatively: H M G have however given their views on the advisability of flights above 10,000 feet to the U S Govt) Ends

Drafted by:

EUR:GER:GPA:JHMcFarland:all

Clearances:

Telegraphic transmission and classification approved by:

Foy D. Kohler

Cleared in substance with BNA - Mr. Swihart
 G - Mr. Murphy

GER - Mr. Vigderman

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S/S CR

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APR 17 1959 P.M.

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[3] Follow Points are made in notes for supplementaries:-

- (A) Refuse to reveal particulars of consultations with the U S Govt
- (B) Weather may necessitate flying above 10,000 feet, and modern aircraft are more economic and efficient at higher altitudes.
- (C) Apart from Air Safety Centre inform has also been passed through service and diplomatic channels.
- (D) There was no question of our having to give approval for such flights.

END QUOTE

Kohler observed draft did not seem very helpful in laying subject to rest. As things now stood, US inclined to view it had made its point in conducting additional C-130 flight after exchange of notes with Soviet Government on subject. However, if uncontrolled press speculation continued, indicating split between Allies and within US Government over advisability making flights, it would be necessary for US to undertake further flights.

(b) Logan declared Lloyd anxious not let matter develop into row and in last several days had issued press guidance designed reduce speculation. Unfortunately there had been Foreign Office statement that British had been given to understand there would be no other flights.

Kohler pointed out this had been both factual and tactical error, to both of which points Logan indicated agreement. Kohler suggested language to indicate matter had been discussed during Lloyd's recent Washington visit and British Government had been kept informed since; recommended incorporation of (B)

above

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above and declaration HMG now considered matter closed. Logan agreed transmit US suggestions to FONOFF with recommendation statement be redrafted along these lines.

In later conversation Logan informed Kohler British Ambassador did not consider feasible propose to London revision of British statement as suggested. However, Embassy reporting conversation for appropriate consideration Foreign Office. Kohler stressed we consider British Govt has fed press controversy instead of restraining it and has certain obligations take corrective action.

Murphy
Acting
(DK)

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